



Module 6

COLLISION, FFO & POLLUTION

Module 6 Sample questions

If an owner wants to ensure that their collision liability insurance is with a single type of insurer, which hull form should they avoid using?

- American
- Nordic
- German
- English

Decide which statements are true and which are false

	True	False
The arrest rules differ in every country around the world	<input type="radio"/>	<input type="radio"/>
Some jurisdictions do not allow the successful party to recover any of their costs	<input type="radio"/>	<input type="radio"/>
The evidence rules are identical in every court around the world	<input type="radio"/>	<input type="radio"/>
The possibility of "home ground" advantage should always be considered in collision cases	<input type="radio"/>	<input type="radio"/>

Whilst leaving a port at night a vessel strikes an unlit temporary work barge that the vessel was not aware of in the channel. Which 2 defences might the vessel try and use when the owners of the barge make a claim?

- That there was no negligence on their part
- There is no defence when a moving vessel hits a static object
- That it was not properly marked
- That it has no real value



If a vessel hits lock gates causing damage for which the vessel is then blamed, what particular expert might be useful for the vessel interests to instruct?

- Civil engineer
- Forensic accountant
- Club correspondents
- Hydrographic surveyor

The "POPPY" and the "DAISY" collide and there is concern that one of the "POPPY"s bunker tanks has been breached. Salvors attend the vessel, GA is declared and the decision is made to bring the "POPPY" into the nearest port as a port of refuge.

If the port has some specific requirements about pollution prevention activities that must be done before the vessel can enter, will the costs of these activities be covered under the Club's pollution rule or paid for elsewhere?

- Paid by the Club as they are clearly sue and labour expenses
- Not paid by any insurers, as no pollution has yet occurred
- They are part of the normal costs of the salvage operation and will usually be paid by hull insurers or in GA
- Paid by the Club as they are prevention costs covered under the pollution rule

A vessel is involved in a casualty on 1st September 2019 which involves a bunker spill. From which date can the Member challenge any new claims being made for being out of time?

- 1st September 2020
- 1st September 2025
- 1st September 2022
- 1st September 2021

If a vessel is not carrying a SOPEP on board, which pollution prevention rules are being breached?

- All of them
- OPA90
- MARPOL
- CLC92



The "MV FETA" and the "MV HALLOUMI" collide in the English Channel. "FETA" is found to be 70% at fault.

The following damages have been caused to both ships and associated interests

	"FETA"	"HALLOUMI"
Damage to vessel	£6M	£4M
Damage to cargo	£2M	zero
Crew injury	£500K	£100K
Loss of Use		£1.5M
Total	£8.5M	£5.6M

Look at the collision scenario and write the single liability settlement amount in the space below. Write it as follows 1,000,000 using commas between the numbers and not using any particular currency.

Which party will actually pay the money?

- Feta
- Halloumi



Look at the pollution related claim amounts on the left all of which have been established as valid. If the limitation fund is USD 10,000,000 how much will each claimant receive?

3,000,000	—	
7,000,000	—	
10,000,000	—	
5,000,000	—	
5,000,000	—	

⚡ 3,000,000 ⚡ 1,000,000 ⚡ 7,000,000 ⚡ 2,333,333 ⚡ 10,000,000 ⚡ 5,000,000

⚡ 3,333,333 ⚡ 1,666,666

Which role should a club correspondent **not** be performing during a spill claim?

- Being the point of contact locally for claims to be made
- Being the face of the shipowner to prevent them having to attend themselves
- Reporting back to the Club
- Keeping records of all monies spent in the cleanup
- Advising on a suitable local lawyer if required